TRIUMPH TSOA NEWSLETTER

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. BOX 170 RADIO CITY STATION NEW YORK 19, N. Y.

VOL. VI, NO. 9 SEPTEMBER 1960

REGIONAL TSOA'S ADOPT EMBLEMS

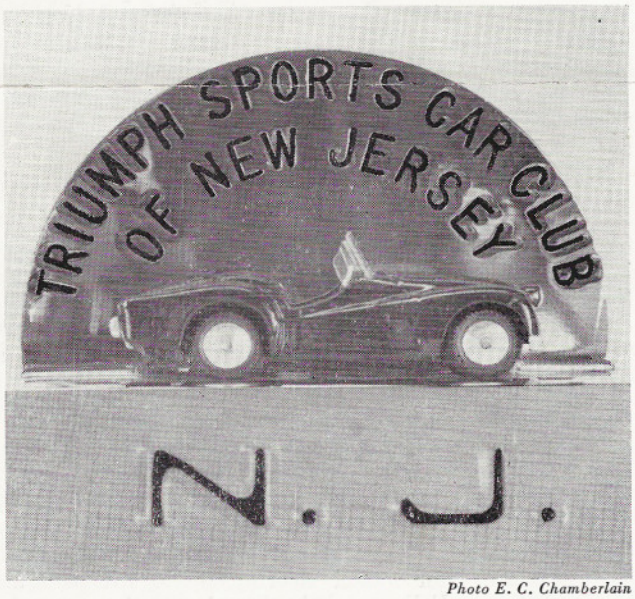


Photo E. C. Chamberlain

These snazzy badges you see above represent two regional TSOA's, one of metal and the other of cloth. On the left you see a chrome-plated brass disc, bent to form a shelf on which is mounted a model of the TR-2. New Jersey member, Dick Herring, designed and produced this smart emblem to measure 5 inches across and nest right on top of the license plate where it will catch your eye.

The attractive cloth patch is worn by members of the Triumph Owners Club of America in Culver City, California. Done in four colors, black, white, red and light blue, it is a very detailed rendering of a Triumph logotype. That design in the center is not clear when seen in a black and white photograph, (the overlaid word, "Triumph," is to be made darker,) but in red and light blue, it's the Triumph world which has survived company emblem changes and still appears on TR-3 hubcaps. The $1.75 patch measures 3 inches across and is worn on jackets and sweaters.

There are now 7 local TSOA's which have their own symbols. They are all to be seen on page 3 with a new listing of clubs around the nation.

TR-3 AND HERALD PARTS MANUALS

In addition to the Herald Parts Manual, a TR-3 Parts Manual is available, also priced at $1.88.

'61 RALLIES SET

Watch for a big envelope in the mail in the next few weeks. It will contain complete information on dates, rates and routes for the 1961 Triumph Rallies of Europe. Two exciting tours are planned: one on the "classic" route through England, France, Switzerland, Italy, Austria, Germany and Monaco; the other a new excursion through England, Denmark, Norway, Sweden, Germany, France and the Lowland countries.

There's no vacation like the Triumph Rally of Europe. Why don't you plan to go in May or June?

TWO ERRORS IN THE 8TH

As the end of the season approaches, the winning team often falls into a slump. Thus the TSOA in the August issue. The service column contained two glaring errors which we fielded only after the mailing was done. Could be the 7th inning stretch was too relaxing? Anyway, please note the following corrections:

Dupont's Telar year-round coolant is RED when installed . . . turns YELLOW when the solution needs changing.

You can order either a 3.7 to 1 or a 4.1 to 1 rear end ratio *with* overdrive. However, you can only order the 3.7 to 1 *without* overdrive.

At least we went down swinging.

CLUB NEWS

Once in a while, even the most avid time-speed-distance enthusiast gets fed up and starts looking for a little variety. Recognizing this, the Triumph Motor and Petrol Society of New York scheduled a different sort of rally for their August event titled the *Dizzy Degrees Rally*. Entrants were given instruction sheets with directions in compass degrees like this: 2.6 miles — 47 degrees NE, 5.9 miles — 80 degrees SE. Each navigator was given a compass with instructions how to use it and away they went. Scoring was on mileage only, the car with the least mileage winning. Great enjoyment (and some confusion) resulted as cars stopped at intersections to decide where to turn and navigators discovered that a magnetic compass doesn't work worth a hoot near the electrical system of a TR-3. 20 feet away with the engine shut off is about right for accuracy. After running around in circles all afternoon, a majority of the entries finished and the big prize went to TMPS members Larry Zapata and Harold Watson in Larry's TR-3.

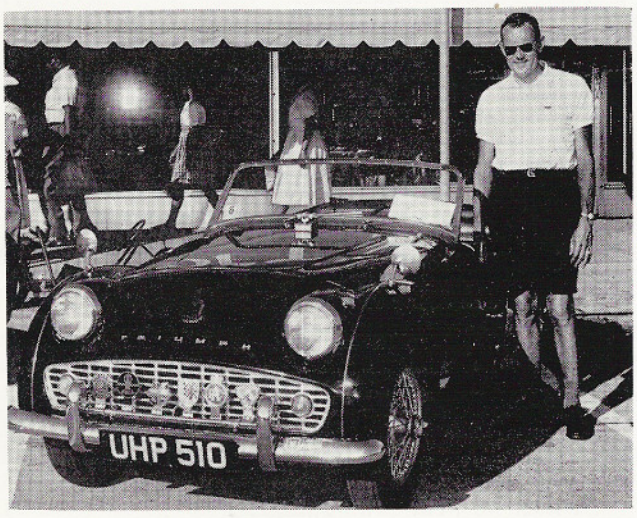
Bob Lujan, President of the Triumph Owners Club of America, dropped us a nice long letter the other day. Quite casually he happened to mention that the present membership is made up of 96 local members and 30 members at large. We're betting that that's the largest. The club officers are Mort Davis, V. P.; Jacqueline Wilcox, Sec.; Vivian Wilder, Treas. and Laurette Guilbault, Membership Chairman.

The Tejas Triumph Sports Car Club in Texas is sending out *Smoke Signals*, a free and easy monthly newsletter to that new group's membership. Jody Kaiser of Houston seems to be responsible for its generous sprinkling of levity.

The Triumph Sportscar Club of San Gabriel was a little upset by an impression this column gave in July to the effect that picnic-rallies and rallying to a picnic rendezvous started in the East. "We TR owners in TSC gave birth to that idea," said Sarge Harris in *The hooteR*, "at least three years ago."

TROPHY TIME

George Harwick of Hampton, Virginia, has been setting an amazing record of wins. On May 8th, he and his wife, Peggy, took 1st in class at the Amoco and Peninsula SCC Economy Run with 60.4 mpg. Then on June 25th, he, Peggy, and his TR-3A won 2nd in a concours and first place in a rally that evening. Another rally first in July has just about brought the burden of silver to overbearing on the Harwick mantelpiece.



George Harwick and his toothy-grinning TR

Lt. Richard P. Smith, stationed at Ft. Gordon, Georgia, set a new Southeastern Region National Hot Rod Association record for the quarter mile on August 5th. 75.56 miles per hour! A month before, Dick finished 2nd behind another TR in a New England SCCA gymkhana in the over two liter class in Gardena, Mass.

"Hargreaves By A Whisker!" shouted *tsoatalk*, the Northern Illinois newsletter. It meant, after our dazed eyes picked through the story, that Dick Hargreaves won the Member's Trophy in their big August event, *Kettle Moraine Drive*. Four months of planning went into this one, and the eight hour course allowed 28 of the 41 entries to finish. Anyway, Dick Hargreaves narrowly won that piece of silver and we suppose his navigator, F. Moore, was hardly mentioned because he doesn't have a beard like Dick's.

FOUR NEW CLUBS

Since the last club directory was published, four new clubs have come into the Association . . . Tampa, Florida; Milwaukee, Wisconsin; Denver, Colorado and Nashua, New Hampshire. This is the opportunity that you members in and around these cities have been waiting for. Someone else has done the organizing. Now all you have to do is look on the next page for the person to contact and you're in on the fun.

SERVICE

Lubricate Those Bushings—Squeaks and groans from the front suspension usually mean that the nylon bushings in the lower wishbone assembly need lubrication. Nylon is self-lubricating under normal conditions but, on occasion, noises will develop. The Standard-Triumph Service Department now recommends application of a solution of alcohol and glycerine to the bushings.

Herald Lubrication Fittings — Herald-owning members who do their own servicing will need two Alemite grease fittings. They are #1637-B (small) and #1688-B (large). The larger fitting goes in the steering box and the other one in the front suspension pivots, water pump and rear hubs. Check your car before purchasing both fittings since later model steering boxes will use the small fittings. Follow lubrication instructions in the Owner's Manual with great care.

TR-3 Generator and Regulator — At Engine #TS59-289, the Generator, Part #205939 (Type C39, 19 amp.) and matching Regulator, Part #102766, were replaced by a generator of increased capacity, Part #203252 (Type C40, 23 amp.) and matching regulator, Part #122089.

The generators and regulators are interchangeable *in pairs only*. The new type generator *must not* be used with the old type regulator or vice versa.

Cleaning Convertible Tops — The TR-3 and Herald Convertible have tops made of similar material. With "top-up weather" on the way, it's time to get your weather protection in shape. For removal of normal dust and dirt, a mild detergent or soap and water solution will do. Stubborn spots on a white top can be scrubbed with a soft brush.

Stains may be removed with unleaded ("white") gasoline or carbon tetrachloride used *sparingly*. We suggest you try the scrubbing brush first.

Speedometers — Several members have written to say that their cars are equipped with speedometers which have serial numbers and rpm figures different from those listed in the August issue. The answer is that the list printed was for the latest 1960 TR-3's and older cars may have instruments with different numbers. We will publish a list of other instruments as soon as we have complete information.

Look below. You may live near a recruiting station. They'll sign you up. You should do that. Join a club. Or start one. It's fun.

CALIFORNIA

TRIUMPH TRAVELERS SPORTS CAR CLUB (Los Altos)
Meets first Tuesday of each month in room 205, Los Altos High School, Los Altos, California. Contact G. P. Earnshaw, 2123 Aitken Avenue, Mountain View, California.

TRIUMPH OWNERS CLUB OF AMERICA (Los Angeles)
Contact Laurette Guilbault, 2156 Alcyona Drive, Los Angeles 28, California. Phone HO 3-3985.

TRIUMPH SPORTSCAR CLUB
Meets second Friday of each month, 8:00, Hinshaw's Department Store, West Arcadia, California.
Contact Sarge Harris, 8434 E. Longden Avenue, San Gabriel, California.

COLORADO

COLORADO ASSOCIATED TRIUMPH OWNERS
Contact Bettie Lue Erickson, 6065 Garrison, Arvada, Colorado.

FLORIDA

ST. PETERSBURG TRIUMPH SPORTS CAR CLUB
Contact Don Cornell, 1601 Devonshire Road North, St. Petersburg, Florida.

TAMPA TSOA
Contact Joe Gladney, Humphrey Motors, Inc., 1602 Florida Avenue, Tampa, Florida.

ILLINOIS

NORTHERN ILLINOIS TSOA
Contact Barbara Fenske, 5541 West Cullom Avenue, Chicago 41, Illinois.

MICHIGAN

DETROIT TRIUMPH OWNER'S CLUB
Contact Richard H. Rowland, 8811 E. Jefferson, Detroit 14, Michigan.

MISSOURI

TRIUMPH OWNERS CLUB OF GREATER ST. LOUIS
Contact Bob Harberding, c/o Jones-Bischoff Triumph Dist., 5220 Natural Bridge, St. Louis 15, Mo.

NEW HAMPSHIRE

NEW HAMPSHIRE T.S.O.A.
Contact Phil Stone, Ferry Street Garage, 16 Ferry Street, Hudson, New Hampshire.

NEW JERSEY

TRIUMPH SPORTS CAR CLUB OF NEW JERSEY
Meets first Wednesday of each month, 333 Club, 533 Shaler Blvd., Ridgefield, New Jersey. Contact Joe Mastrangelo, 31 Park Avenue, Cresskill, New Jersey.

NEW YORK

TRIUMPH OWNER'S CLUB, INC. (Jamestown)
Contact Francis J. Moynihan, 23 Price Street, Jamestown, New York.

TRIUMPH MOTOR & PETROL SOCIETY (New York)
Meets second Thursday of each month at Ruth & Bill's Restaurant, 1141 Yonkers Avenue, Yonkers, New York. Contact Barbara Stone, 34-15 Parsons Blvd., Flushing 54, New York.

ROCHESTER TSOA
Meets first Tuesday of each month at the Pine Grove, 1246 Buffalo Road, 8 p.m.
Contact Shirley Homsey, 37 Isham Avenue, Avon, New York.

OHIO

TSOA OF OHIO (Batavia)
Contact Mrs. Ronni Bennett, RR #3, Box 213F, Batavia, Ohio.

KETTERING TR CLUB
Contact Mary M. Mohr, 2629 Oakley Avenue, Kettering 19, Ohio.

TEXAS

TEJAS TRIUMPH SPORTS CAR CLUB
Contact Mrs. Jody Kaiser, 1109 Autrey, Apt. 1, Houston 6, Texas.

WASHINGTON, D. C.

D.C. TSOA
Contact Richard J. Tracy, 316 N. George Mason Drive, Arlington 3, Virginia.

WISCONSIN

THE WISCONSIN TSOA
Meets 1st Tuesday of each month, 8 P.M., Robb's Restaurant, 2879 N. 3rd St., Milwaukee, Wisconsin. Contact Miss Verdelle Jahn, 6800 North Green Bay Avenue, Milwaukee, 9, Wisconsin.

GEE, HOW'D YOU DO IT?

Because there is nothing we can add, we print this letter just as it came to us. We're speechless . . . for once.

Triumph Sports Owners Ass'n
P.O. Box 170
Radio City Station
New York 19, N. Y.

Gentlemen:

I have read about your European tours with some interest; I have also been intrigued with your pictures of the large numbers of people who can ride in a TR-3. My family has just returned from a 3000-mile tour which attempted to combine the two.

Friends were a bit dubious when my wife and I plus Tom—9, John—7, Bill—5, and Kim—2, began a three-week trip that took us through Missouri, Arkansas, Illinois, Wisconsin, Canada, Michigan and Indiana. Nevertheless, we made it and are all still friends. Despite some obvious crowding we were glad that we left the Detroit Iron at home.

I will not bore you with the trip itself except to mention that we traveled mostly on state and county roads instead of the more heavily traveled major highways. This gave us a scenic trip, but with the six of us and 100 pounds of luggage, we hit bottom not infrequently. Now that we are safely returned, perhaps your readers would be interested in some of the scientific data that emerged from our researches into family travel in a TR-3.

Packing — Packing must be done with care. We were able to get two small suitcases in the boot plus several plastic bags which could be moulded into the remaining space. A large suitcase on the luggage rack completed the impediments. Packing the children is not quite so easy. The three boys fit in the jump seat (they are tall and thin) and Lois sat with Kim on her lap.

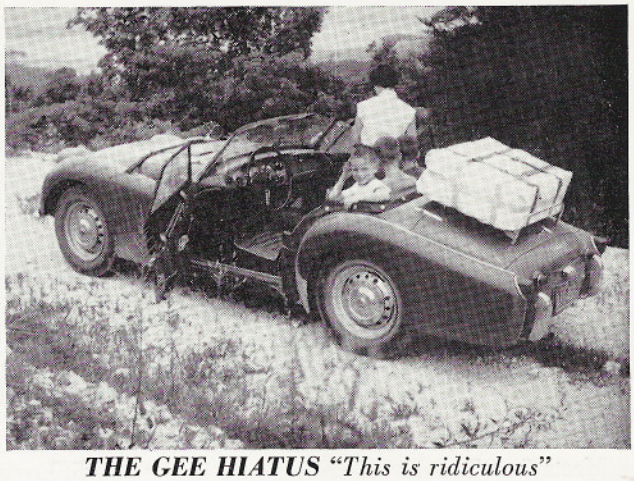
Driving — To make way for the boys' legs, the bucket seats must be pushed forward. This poses some difficulties for the driver. I am 6′ 2″ and cannot shift gears when the seat is forward; however, some adroit swivel-hipping can accomplish much.

Noise Problems — Little boys maintain a continuous high noise level when driving. The TR offers a sure cure for this troublesome problem. With the top down and the side curtains removed, the noise factor is inversely proportional to the speed of the automobile. As rpm's go up, decibels come down. At 65 mph the little ones can barely breathe — never mind yell and scream as they will do in other cars. Wind pressure also restricts motion and they cannot jump around and hit each other. This is an important advantage that most parents will be quick to recognize.

Souvenirs — Since there is no room for souvenirs, the family budget is spared this accumulation of junk.

Public Relations — There is some safety problem involved in travel of this type because other motorists sit and stare. Once when we were stopped, we overheard a Buick driver remark to his wife, "They call them compact but this is ridiculous." Other people invariably came over to our table in restaurants to give their condolences. Motel operators offered us their smallest rooms.

Diapers — The diaper problem cannot be underestimated. Even with only one child wearing them, diapers can consume so much space that there is virtually room for nothing else. The Disposable kind help somewhat but must be replenished at frequent intervals. Bucket seats do not lend themselves to easy changing.



THE GEE HIATUS *"This is ridiculous"*

Hazards — With the children so close to the driver, there is temptation for little fingers to play with the instrument panel—viz. turning off the ignition when passing another car. With the car open, other dangers are encountered. Bill hung his face over the side while we were traveling over a freshly oiled road. Fortunately the TR's designer situated the gasoline tank in such a fashion that solvent for removing road tar is readily available.

After the trip — The kids survived nobly. Casualties consisted of three upset stomachs, two wasp stings, four cases of sunburn, two minor lascerations, one case of diarrhea, and a fall into the river. Mommy and Daddy have nervous prostration but are recuperating nicely.

Moral of the story — There are harder ways to have fun but I prefer not to think of them.

Sincerely yours,
DAVID A. GEE
Webster Groves, Missouri

CLASSIFIED

FOR SALE: Frame type trailer hitch, chrome plated, no ball. $12.00. R. O. Barry, 2420 "B" Street, San Diego 2, California.
FOR SALE: Engine turned stainless instrument panel cover, $10.00. See Barry above.
FOR SALE: 1958 Yellow TR-3. Must sell. Robert N. Rose, Jr. In Darien, Connecticut call OLiver 5-1989 or OLiver 5-0255.

TSOA SUPERMARKET

TSOA Necktics	$5.00
TSOA Handbook	1.00
"Please Don't Dent Me" cards	$100/100
TR-2 - TR-3 Service Manual	$10.00
Herald Service Manual	$2.75
Local TSOA Club "Calling Cards"	FREE
Girling brochure on care if disc brakes and hydraulic system	FREE
List of Triumph Dealers and Distributors	FREE
Replacement TSOA Badge	$1.00
Owner's manual (as issued with new car)	$1.25
Standard Triumph Review Subscription	$2.50/year
Competition Preparation Bulletin	FREE

Send Check or Money Order. No C.O.D.'s please.

The TSOA NEWSLETTER is published monthly by the Triumph Sports Owners Association, Box 170, Radio City Station, New York 19, New York. TSOA is a national organization of American sports car enthusiasts who own a Triumph Sports Car (TR-2, TR-3, Herald Sports Coupe or Convertible) or are interested in the purposes of the Association. Subscription is included with a $5.00 lifetime membership in the club.